Parameters to calculate increase in air fare

7724. SHRI YERRA NARAYANASWAMY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the parameters used by Indian Airlines to calculate an increase in air fares;

(b) whether it is a fact that administrative overheads constitute a major cause of high and increasing costs of running Indian Airlines;

(c) whether there is over staffing in Indian Airlines; and

(d) the steps proposed to introduce economy in the running of Indian Airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) the air fares are normally increased in order to offset the all round increase in the input costs of operations.

(b) and (c) No, Sir.

(d) The following are the main steps being taken to introduce economy in Indian Airlines:—

—Improvement in productivity.

—Control of unproductive expenditure.

—Close monitoring of schedule matching with demand.

—Increased utilisation of fuel efficient aircraft (Airbus A320) fleet.

—Monitoring of upliftment of food etc. to avoid wastage.

—Life development programme to increase the number of cycles between various checks/inspections to reduce cost and to increase availability of aircraft.

—Reduction in capital expenditure.

—Strict control over administrative expenditure viz. Telephone, Travelling, printing in stationary etc.

Air traffic for feeder services

7725. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have carried out any survey regarding the extent of potential for air traffic for feeder services for emerging towns/growth centres of industrial/commercial activities for attracting private investment in various States;

(b) if so, the details thereof, Statewise;

(d) what is the policy of Government for encouraging private investment for feeder airlines annd details of proposals received and cleared so far, State-wise, particularly in Maharashtra;

(d) the details of investment/development plan to provide and strengthen infrastructure facilities to feeder airlines: and

(e) the details of proposals received from Maharashtra and the action taken thereon?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No specific survey has been carried out on air traffic potential for feeder airlines.

(b) Does not arise.

(c) Private operators are permited to operate services on regional basis with small capacity aircraft. During the period starting from 20th September, 1994, permission has been granted for import of 40 aircraft with small capacity to the existing and new operators;

(d) During the 8th Five Year Plan, a sum of Rs. 1950.18 crores has been proposed for development of airport facili-